

TO-DAY'S TELEGRAMS

CHINA MAIL'S SPECIAL SERVICE

THE TRANSVAAL CRISIS.

THE BOERS DICTATE TERMS.

AN ULTIMATUM.

DEMAND FOR ARBITRATION AND REMOVAL OF TROOPS.

BRITAIN'S REPLY MAY BE REGARDED AS DECLARATION OF WAR.

(From Our Own Correspondent.)

LONDON, October 11, 2.30 a.m.

The British Government has received from the South African Republic an ultimatum, which was published last night.

The Boers demand that all the questions outstanding between the two Governments shall be submitted to arbitration; that the British troops now assembled in the Transvaal frontier shall be immediately withdrawn; and that Great Britain shall cease the mobilization of further troops and stop their despatch by sea.

A reply to the ultimatum is required to-day (Wednesday), and if it is unfavorable to the Government of the South African Republic will consider it as equivalent to a declaration of war.

The greatest excitement prevails in England.

THE 'AMERICA' CUP.

FIRST RACE STILL UNDECIDED.

Yesterday it was expected the fourth attempt would be made to decide the first race for the 'America' Cup, the conditions of the match setting forth that Tuesdays, Thursdays and Saturdays shall be the sailing days. A telegram has been received announcing 'No Race.'

REASON FOR THE DELAY.

LONDON, October 9.

THE TRANSVAAL CRISIS.

The Boers on both frontiers are grumbling at being kept in the field so long with a wretched Commissariat. They blame General Joubert, who is distrusted as favouring peace. There is a strong agitation proceeding for the appointment of Commandant Viljoen as Commander-in-Chief.

PARLIAMENT.

The Times states that Parliament will commence on the 17th instant, a regular Session, with the Queen's speech, an address, &c. &c.

WEATHER REPORT.

The following notice is issued from the Observatory:

On the 11th at 11.55 a.m. The barometer is still about 0.1 and 0.2 inch above normal in Luzon and S. China respectively, but inclined to fall in both areas. The highest pressure covers S. China and the Pacific coast, the lowest over the Philippines. Gradients moderate on the coast, rather steep with very strong monsoon in the N. part of the China Sea. Forecast: fresh N.E. winds; fair.

The Overdue 'Sydney.'

It may be well, in calculating the possibilities as to the delay in the arrival of the French mail, s.s. 'Sydney,' from Saigon, that four years ago the same Company's steamer was fully six days on the Saigon-Hongkong passage. Supporting this idea to apply, the 'Sydney' should arrive to-morrow morning. If not, some mishap to machinery must have occurred.

Wounded while Saluting Dewey.

A telegram from Gibraltar, dated September 11, runs as follows:—Before saluting Dewey here yesterday afternoon for New York. Admiral Dewey and the officers of the United States cruiser 'Olympic' present, at 3.10 p.m. by the salute, the gunner of the British battleship 'Devastation,' who, while the ship was firing the salute in honor of the arrival of the American Admiral on September 4th, had his hand shattered by the explosion of a charge, which he was relighting. Poppy's arm has been amputated.

Gaza.—What made you think he belongs to the Army? Well, when the clock struck 10 he got up and turned out the gas.

Reverend Piano Co.'s own manufacture; but for this climate and hard wear. Guaranteed. Price, \$350.

MANY THANKS.

Mr. Ma, to express my thanks to the manufacturer of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put out the market such a wonderful medicine. I have used it many times, and it has cured me many times. I have many friends who have used it, and they all praise it. I have many children, and they all love it. I have many friends who have used it, and they all praise it. I have many children, and they all love it. I have many friends who have used it, and they all praise it. I have many children, and they all love it.

DELAY IN MAIL SERVICE.

A telegram has been received from the London to the effect that in consequence of very heavy weather in the English Channel and delay to the Channel Service the Overland Express with London Mail of 29th September arrived at Brindisi 15 hours late, the late therefore left that port correspondingly late. These mails were due in Hongkong per s.s. 'Bengal' on 29th October.

THE ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING.

There was a fair attendance again on the links, but only a few cards were handed in. A tie resulted for all the events, as the undenoted returns show:

NAME	SCORE	NAME	SCORE
Mr. H. W. Weston	102	Mr. J. H. W. Weston	102
Mr. J. H. W. Weston	102	Mr. J. H. W. Weston	102
Mr. J. H. W. Weston	102	Mr. J. H. W. Weston	102
Mr. J. H. W. Weston	102	Mr. J. H. W. Weston	102
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Mr. J. H. W. Weston	102	Mr. J. H. W. Weston	102
Mr. J. H. W. Weston	102	Mr. J. H. W. Weston	102

THE FOOCHOW ARSENAL.

THE ENGLISH NAVAL SCHOOL.

The following report, whose accuracy may be relied on, of the present critical situation of this school, will interest our readers (says the N. O. Daily News):—This school has been in existence for upwards of thirty years. On some occasion or other it lost its English professor, and for several years it has been under the direction of one of the former students whose education was completed in England.

Since the Arsenal came under the management of a French naval engineer, its general condition has anything but improved, it may even be said to be in a very bad way. The question of the workshop, however, is one we do not intend to touch upon at present; but people will hardly be prepared for the news that the French director has hit upon the idea of compelling Chinese who want to learn English to learn French instead, or to learn both French and English together. Such, however, are the facts; and it is well known here that the Chinese authorities are pressed, on every possible occasion, to place the school in charge of a Frenchman, who could teach both languages—or who would, more probably, content himself with pretending to teach English. It is said that the Chinese students have been threatened with stoppage of their allowances if they refuse to be taught in French.

Could not a British Consul seek information from his French colleagues or from the Chinese authorities as to the meaning of these proceedings, which either have already existed at the Arsenal? It would surely be worth while to know whether a serious purpose is hidden under what has outward appearance of being a mere farce.

Lipton and Killarney.

The announcement is made that Sir Thomas Lipton has offered to buy the Lakes of Killarney. If his offer is accepted, he intends to make a present of the beautiful property to the Irish people. It is an intention to vest the title to the property in the hands of trustees, who will forever maintain and preserve it as Irish national property.

Dewey's Reception at New York.

President McKinley does the useful and courteous thing in not going to New York to receive Dewey. The reason is that he is afraid his presence might divide the honors due the great Admiral. The President will simply stand aside so that Dewey may be the whole thing, and later on will go to the nation home a fitting reception at Washington.—San Francisco Chronicle.

In Defense of General Otis.

The San Francisco Chronicle devotes a leading article to the defense of General Otis. We take the following quotation:—As to General Otis the same considerations apply, along with the other ones due to the fact that he is not the Commanding General of the Army in the Philippines, but the Civil Governor of the Philippine Islands. He is not only a General, but a desk administrator. Chinese to Manila by his dual responsibilities he cannot ride into the thick of every little fight his columns start up every morning; nor should he do so if he could. Doubtless the other chief of action: The man who was the right-hand officer of one of the most intrepid regional fighters in the Army of the Philippines, and who, with three hundred troops, rode into battle with 2000 of Sitting Bull's warriors, man and then long for the deeper personal experience of warfare. But Otis knows his place and his duty and he has kept the ops and done the other in a way to enable him to the war administration. No General ever used a small force in a large territory to better advantage than he nor accomplished more satisfactory results as a civil administrator.

Wasservom Paul gets to repeating the 83d Psalm there is another well known from Johannesburg. The bold Uthlanders evidently fear the notion of repeating things will soon extend to the magazine game. So says a friendly American newspaper.

New Stock of Pianos by Brinmann, Chapell, Haake, Allison, Rachels, Robinson Piano Co.

JAMES REED INJURED.

MR. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time. And he says that he has never used any other remedy for such a severe injury. He is now one of the leading merchants in Clay Court House, N. Y. Pain Balm is recommended for sprains, bruises, and rheumatism. For sale by ALL Dispensary, Medicine and Chemical Co., New York.

THE LEGISLATIVE COUNCIL.

The Legislative Council met this afternoon. H.E. Sir Henry A. Blake, G.C.M.G., presided. There were present—H.E. Major-General Gascoigne, C.M.G.; Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary; Hon. H. E. Pollock, Acting Attorney General; Hon. F. H. May, Captain Superintendent of Police; Hon. R. D. Ormsby, Director of Public Works; Hon. A. M. Thomson, Acting Colonial Treasurer; Hon. R. Murray Rumney, Harbour Master; Hon. C. P. Chater, C.M.G., Ho Kai, E. R. Bellios, C.M.G., J. J. Koswick and Hon. Wei Yuk and Mr R. F. Johnston, Acting Clerk of Councils.

The Colonial Secretary laid upon the table Financial Return accompanying the Draft Estimates for 1900. He also submitted Financial Minutes Nos. 19 and 20, and moved that they be submitted to the Finance Committee.

The Colonial Treasurer seconded. The Colonial Secretary moved that the Report of the Finance Committee (No. 5) be moved that it be adopted.

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IN THE ABSENCE OF MR. WHITEHEAD.

Mr. Chater said the following questions, which Mr. Whitehead had given notice of:—

NEW TERRITORY EXPENDITURE.

1. With reference to the Honorable the Colonial Secretary's Report, dated 8th October 1898, on the subject of the New Territory, and upon the expenditure of the Colony, which was estimated at \$125,000, the chief items are:—

Surveys	\$33,223
Miscellaneous	24,667
Total	\$57,890

When the work of survey has been completed such a large staff of surveyors will be unnecessary, but it is important, as has been pointed out, that the land under cultivation should be surveyed as quickly as possible. Miscellaneous expenditure has been estimated at a high figure, as unforeseen expenses are sure to be large when the territory is first opened up. The hon. member inquired the Council how and on what basis the said estimate was arrived at, and stated whether the Hon. the Captain Superintendent of Police was satisfied that the said estimate of \$33,223 per annum would be adequate to efficiently police the New Territory, seeing that in the statement of expenditure in connection with the New Territory for 1898 laid upon the table to-day the grand total of expenditure amounts to no less than \$346,029.17, which is a very large sum for a territory of 10,000 square miles, and estimated for a period of 12 months, from April to December 1898.

2. Will the Honorable the Colonial Secretary lay upon the table a statement showing the expenditure incurred by the Colony in connection with the New Territory, and the various disturbances and the armed Chinese opposition to British occupation of the Territory, as laid by the Imperial Chinese Government for the June Convention of last year?

3. With reference to Financial Minute No. 12, in which the Governor recommends the Council to vote a sum of \$51,500 to cover the cost of three steam launches required by the Police in the waters of the New Territory, will the Honorable the Harbour Master inform the Council:—

1. Whether tenders for the construction of the launches have been invited from the various Shipbuilding Institutions in the Colony?

2. If so has any tender been accepted, and if accepted what will be the cost of the launches?

3. What are the sizes of the hulls and the engines?

4. Will they be composite built or will the frames be of hard wood?

5. If of the latter, will the curved frames be natural or cut from straight timber?

6. Whether the hulls built with frames of wood are more costly than those with steel frames?

4. Will His Excellency the Governor appoint a day for the election, by such means as may be included in the Special and Common Jury Lists, of a jury to consider the question of resistance to our occupation, it was found that the inhabitants suffered from frequent attacks by armed Chinese, and that the village watchmen were powerless, and there was a general indication of lawlessness not uncommon in South China. This necessitated a reconsideration of the Police Force necessary to secure the protection that we are bound to afford to the inhabitants of the New Territory. The original estimate has been largely increased, and stations have been established at important points of sufficient strength to repel armed attack and furnish the necessary patrols. I am glad to say that the efforts of the Police have been most satisfactory, and the result of the twenty-seven cases of armed robbery reported from the New Territory twenty-two persons have been convicted and are undergoing terms of imprisonment. I hope to see a salutary change of conditions in the New Territory, and in a position to reduce the strength of the various police stations.

THE PLAGUE.

Simultaneously with the troubles that developed in the New Territory there arose a much more serious danger. In the beginning of the month of August upon the district of the New Territory, the exertions of the Sanitary Board and its staff, it increased in intensity and violence all through the summer, and has only ceased its ravages with the beginning of the present month. The year there have been 1,471 cases of which 1,113 have proved fatal, the percentage of deaths being the highest on record. Feeling the overwhelming importance to the community of eradicating this scourge if possible, I have watched the operations of the Sanitary Board with the greatest anxiety. Before the plague appeared, it was assumed that plague was primarily propagated by rats, a Committee was appointed consisting of the Captain Superintendent of Police, the Medical Officer of Health, the Government Veterinary Surgeon, and the Harbour Master, to inquire into the matter, and the necessary funds were placed at their disposal. They made every effort to destroy the rats, but before they were very successful, the plague had spread to such an extent that it was evident that the plague was being propagated by other means. The Sanitary Board was accordingly directed to take the most effective measures to prevent the spread of the plague, and to keep the streets and lanes perfectly clean, and the streets and lanes were being cleaned and disinfected by the Sanitary Board. The Sanitary Board was accordingly directed to take the most effective measures to prevent the spread of the plague, and to keep the streets and lanes perfectly clean, and the streets and lanes were being cleaned and disinfected by the Sanitary Board.

The following Bills will be submitted to you:—

An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand Six hundred and Fifty-one Dollars to the Public Service of the Year 1900.

An Ordinance to make further provision for the sanitation of the Colony and to amend certain enactments of the closed houses and insanitary dwellings Ordinance, 1891.

An Ordinance for the Naturalization of the Colony, and to amend certain enactments of the closed houses and insanitary dwellings Ordinance, 1891.

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partly from straight timber. (b) As the Government does not intend building composite vessels it is not in possession of the information necessary for replying to the question.

The Colonial Secretary.—The answer to the fourth question is—Not at present. His Excellency is considering the matter.

The Harbour Master.—The answer to the fifth question is—The passenger certificate allowed for 741 passengers and the number given as being on board was in excess of this. The Harbour Master was therefore obliged by law to refuse clearance. When he was informed, later, that the necessary life-saving apparatus for the larger number was on board, he at once granted clearance.

The Colonial Secretary.—The answer to the sixth question is—The answer to the first part is, because they were not there before the 19th. The answer to the latter part is that the precaution of observing the attitude of the inhabitants towards the workmen at Taihuai and survey parties, which was apparently quite friendly, in addition to which, the Hon. the Governor on the 12th April, and expressed on behalf of the people in general their regret for what had occurred on the 1st April and declared that the false reports having been refuted the people had become more settled.

THE ESTIMATES.

SPEECH BY H.E. THE GOVERNOR.

His Excellency said—Honorable Members of the Legislative Council, I have the honour to submit for your consideration the Estimates for the coming year, and in doing so I venture after the usual custom to refer to the past year. But first, I take this earliest public opportunity that has presented itself to express my acknowledgments to the Council for the manner in which they have received the report of the community of this important Colony. The ten months that have elapsed since my assumption of the government have been months fraught with exceptional anxiety and responsibility. Under the Convention between Her Majesty the Queen and His Majesty the Emperor of China, the area of twenty-nine square miles that has hitherto been the extent of the Colony was increased by a lease for ninety-nine years of an area of four hundred square miles, with an estimated population of 100,000. It was assumed that the knowledge of the just treatment of the Chinese inhabitants of Hongkong and British Kowloon would induce the population of the leased area to accept the jurisdiction of Great Britain with alacrity, if not with pleasure. It has been possible to take over the possession immediately this assumption might have been verified. But there were unavoidable delays. The question of delimitation had to be settled, and a tentative arrangement had been arrived at, it was found that there was an unfortunate misapprehension on the part of the Chinese authorities as to the effect of the Convention upon the position of the Chinese Imperial Customs authorities who had hitherto exercised jurisdiction within the leased area. At the earnest request of Her Majesty's Minister in Peking, the Chinese authorities were asked to suspend the 17th April, completing in the meantime the necessary arrangements for the carrying out of Executive functions.

REVENUE AND EXPENDITURE.

The revenues for 1900 is estimated at \$9,325,470 and the expenditure at \$9,139,898, leaving an estimated balance of \$185,572. In estimating the expenditure for 1900 I have taken into account the various items of increased expenditure which will be fully explained in Committee. The estimate of 1900 for the Police Force amounts to \$331,100, or \$103,000 less than the estimate for 1899. This is due to the fact that the Police Force for 1899 was estimated at \$434,100 more than the amount actually paid in 1899. The Police Force for 1900 is estimated at \$331,100, or \$103,000 less than the estimate for 1899. This is due to the fact that the Police Force for 1899 was estimated at \$434,100 more than the amount actually paid in 1899.

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you to-day. A return has been made of all the cases of Plague during the present year with all the information available, and possibly may throw light upon the causes of the disease. If we can decide upon the cause, no expenditure within the reach of the Colony would be too great to secure the blessing of freedom from such a scourge, but in considering the Bill it is well that you should be in possession of facts on which to form an opinion rather than be guided by assumptions that, however strongly held, afford no sound basis upon which measures should be adopted, involving probably very large expense to the Colony.

COMMERCE OF THE COLONY.

I am happy to be able to congratulate you upon the general state of the commerce of the Colony. I have it on most excellent authority that business was never in a surer condition and the commercial energy of the community was never more apparent. At the same time trade has suffered and is suffering from the disturbed state of the South China provinces, and the practical impossibility of the River. The attempt of the Government to have the Colony called to the great injury done to the trade of this Colony, and I am glad to see the Administration of this Station has despatched a committee to the River to protect British interests, but I am convinced that the best protection to the interests of the commerce of this Colony would be the faithful carrying out by the Chinese Government of the Agreement made with Her Majesty's Minister at Peking for the opening of the West River under the Inland Steam Navigation Regulations as first proposed and agreed upon. I have had great pleasure in forwarding the letters of the Chamber of Commerce on this most important question to the Secretary of State for the Colonies. Notwithstanding the disabilities under which trade is hampered on the West River, the returns show a satisfactory increase in foreign and junk-borne traffic, the number of foreign-junk vessels entering and clearing being 1,982 with 15,153,033 tons as compared with 8,831 ships with 9,948,242 tons in 1898, and of 55,882 junks with 3,375,210 tons as compared with 49,137 junks with 2,933,714 tons in 1898.

CRIME.

I regret to say that the Police statistics show a considerable increase in the number of serious crimes, the total number from the 1st January to the 31st August being 2,110 as against 1,920 for the same period last year. The returns show an especially large proportionate increase in the serious crimes of robbery and house-breaking, the increase in the former being due to the cases in the New Territory to which I have already alluded. The Captain Superintendent of Police attributes the general increase of crime to the increase in the number of the Police Force and the disturbed condition of the neighbouring provinces of China. On the other hand, there has been an entire absence of the gang robberies so frequent in the past in the City of Victoria. Every effort is being made to secure recruits from home for the Police Force.

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Shipping.

Steamers.

FOR TSINTAU (DIRECT).
THE H. A. L. Steamship
SURYA,
Captain T. T. FORD, will be despatched for
the above Port on THURSDAY, the 12th
Inst., at Daylight.
For Freight or Passage, apply to
SHEPHERD & Co.
Hongkong, October 10, 1899. 2244

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOY AND TAMSUI.
THE Company's Steamship
FORMOSA,
Captain DOUGLAS, will be despatched for the
above Ports on THURSDAY, the 12th
Inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAURIE & CO.,
General Managers.
Hongkong, October 10, 1899. 2242

FOR MANILA.
(Taking Cargo at through rates for
HONGKONG & CEBU.)
THE Steamer
VENUS,
Captain A. JAY, will be despatched as
above on FRIDAY, the 13th Inst., at
Noon.
For Freight or Passage, apply to
BRAND & Co.,
Agents.
Hongkong, Oct. 9, 1899. 2238

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**
STEAM TO YOKOHAMA & KOBE.
THE Company's Steamship
TOSCANO,
Captain A. JAY, will leave for the above
places on SATURDAY, the 14th Inst.,
in the afternoon.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, October 7, 1899. 2235

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
DIEPPE,
Captain BARR, will be despatched as
above on SATURDAY, the 14th Inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 9, 1899. 2230

THE OSAKA SHOSSEN KAISHA, LD.
FOR SWATOW, AMOY & TAMSUI.
THE Company's Steamship
MAIDJURU MARU,
Captain T. OKAZA, will be despatched for
the above Ports on SUNDAY, the
15th Inst., at Daylight.
For Freight or Passage, apply to
MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, October 9, 1899. 2231

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
CALCUTTA,
Captain GIBSON, will be despatched as
above on TUESDAY, the 17th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 25, 1899. 2132

CARMICHAEL & BARIOW.
Consulting Engineers, Surveyors and
Contractors.
QUEEN'S BUILDINGS.
DESIGNS and Specifications Prepared
for any Class of STEAMERS, LAUNCHES,
and Light Draught Vessels, a Specialty.
Contractors for the supply and erecting of
any type of Machinery. New Work and
Repairs Supervised.
New and Second-hand LAUNCHES FOR SALE.
Telegrams: "CELESTIE" Hongkong.
Telephone 232.
H. F. CARMICHAEL,
R. J. BARIOW.
Hongkong, April 1, 1899. 823

KWONG YEE ON.
PROVISION DEALER,
SHIP CHANDLER
AND
GENERAL STORE KEEPER.
Special Prices to Hotels, Cantines and
Sundries.
Careful Attention given to Coast Port
Orders.
A trial will prove my Goods to be the
Cheapest and Best in the Market.
No. 11, HING LUN STREET.
Hongkong, March 27, 1899. 775

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
ALTERATION.
FOR SWATOW.
THE Company's Steamship
HAIMUN,
Captain DAVIS, will be despatched for
the above Port on THURSDAY, the 12th
Inst., at Daylight.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, Oct. 10, 1899. 2239

CHINA NAVIGATION COMPANY, LIMITED.
FOR VIADIVOSTOK.
THE Company's Steamship
PAKHOI,
Captain SPOTT, will be despatched as
above on THURSDAY, the 12th Inst., at
Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 11, 1899. 2229

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**
FOR MANILA.
THE Company's New Steamship
Captain G. A. TAYLOR, will be despatched
for the above Port on THURSDAY, the
12th Inst., at 5 p.m.
The Attention of Passengers is directed
to the excellent Accommodation provided
by this Steamer. She is fitted throughout
with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, October 7, 1899. 2210

**EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**
FOR SYDNEY AND MELBOURNE.
(Calling at Ticon, Port Darwin and
Queensland Ports, and taking through
Cargo to Adelaide, New
Zealand, Tasmania, &c.)
THE Steamship
Captain JILLS, will be despatched for
the above Ports on FRIDAY, the 20th
Inst., at 4 p.m.
This well-known Steamer is specially
fitted for Passengers, and has a Refriger-
ating Chamber which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly-qualified Sur-
geon are carried.
Return Tickets issued by this com-
pany to and from Australia are avail-
able for return by the Steamers of the
CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, October 4, 1899. 2204

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE AND YOKOHAMA.
THE Company's Steamship
CHANGSHA,
Captain MOORE, will be despatched as
above on FRIDAY, the 20th Inst.
The Attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon is situated
forward of the Engines.
A duly-qualified Surgeon is carried, and
the Vessel is fitted throughout with Electric
Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 6, 1899. 2218

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
ORESTES,
Captain PIERCE, will be despatched as
above on TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 25, 1899. 2132

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
FOR MARSEILLES AND LONDON.
Taking Cargo at through rates for
LIVERPOOL, GLASGOW, CONTINEN-
TAL PORTS, RIVER PLATE, &c.
THE Company's Steamship
OAKFA,
J. A. DAVIES, Commander, will be des-
patched as above on or about the 5th Nov.
For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, Oct. 4, 1899. 2207

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
ARGYLE,
will be despatched for the above Port, on
or about the 25th Inst., and will be
followed by
S. S. JOHN SANDERSON, at intervals
of 2 weeks.
For Freight, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, October 10, 1899. 1942

Sailing Vessels.

FOR NEW YORK.
THE S. S. A. T. American Ship
CHALLENGER,
Goula, Master, is now ready to load
here for the above Port, and will have
quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, Sept. 19, 1899. 1729

FOR PHILADELPHIA & NEW YORK.
THE S. S. A. T. American Ship
ST. MARK,
Douglas, Master, shortly expected from
ALBANY, will load here for the above Ports
and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & Co.,
Hongkong, September 24, 1899. 2094

Mails.

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MAISELLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL & RIVER PLATE.
ON SATURDAY, the 21st October, at
Noon, the Company's Steamship
L. AOS, Captain SELLERS, with MAILS,
PASSENGERS, SPECIE, and CARGO,
will leave this Port for MARSEILLES
via Ports of Call, without TRANSIT.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal Ports of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 21st October. (Parcels are not to be
sent on board; they must be left at the
Agency's Office).
Contents and values of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1899. 2227

TOYO KISEN KAISHA.

**TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.**
Proposed Sailings from Hongkong.
Nippon Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Tuesday, Oct. 19, at Noon.
America Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Thursday, Nov. 14, at Noon.
Hongkong Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Saturday, Dec. 9, at Noon.

THE S. S. NIPPON MARU will be
despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA & HONO-
LULU, on THURSDAY, the 10th Oct.
Through Passengers are allowed
to Japan, the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.
Through Passengers are granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on application.
Passengers holding through ORDERS
TO EUROPE have the choice of Overland
Rail routes from San Francisco, including
the Southern Pacific, CENTRAL PACIFIC,
PACIFIC UNION PACIFIC, DENVER AND
RIO GRANDE, and other direct connecting Rail-
ways, and from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Passengers, letters beyond San Francisco
destined to points beyond San Francisco
in the United States, should be sent to the
Company's office in Sealed Envelopes, ad-
dressed to the Collector of Customs at San
Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, Oct. 4, 1899. 2154

Occidental and Oriental Steamship Co.

**TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.**
**VIA INLAND SEA OF JAPAN AND
HONOLULU.**
Proposed Sailings from Hongkong.
Orie (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Saturday, Nov. 4, at Noon.
Gaelic (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Thursday, Nov. 30, at Noon.
Doric (via Amoy, Kobe,
Nagasaki,
Inland Sea, Yokohama & Honolulu)
Saturday, Dec. 23, at Noon.

THE Co.'s Steamship COPTIC will be
despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on SATURDAY, the 4th Nov.
at Noon.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers are granted to En-
gland, France and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, September 23, 1899. 3129

JOHN WALKER & SONS'

KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND Whisky is shipped by
GUTHRIE, PALMER & Co., and is
obtainable in Hongkong of
O. C. ANDERSON,
No. 13, PRINCE CENTRAL.
Hongkong, March 1, 1899. 516

Kinghorn & Macdonald.

Consulting Mechanical Engineers
and Surveyors.
CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.
ICE MAKING.
MESSRS. KINGHORN & MAC-
DONALD having been appointed
Sole Agents for Messrs. J. and E. Hall's
PATENT IMPROVED ICE MACHINES, are
prepared to supply Estimates, Plans and
Specifications for all sizes of Machines.
Address, Prince Central, under Hong-
kong Hotel.
Telephone, No. 143.
Telegrams, "KINGHORN," Hongkong.
A. B. O. & A. O. Code used.
JOHN W. KINGHORN,
M.M.E., M.I.Mech.E., London.
DONALD MACDONALD.
Hongkong, May 23, 1899. 1083

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

**VIA INLAND SEA OF JAPAN AND
HONOLULU.**
Proposed Sailings from Hongkong.
Orie (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Saturday, Nov. 4, at Noon.
Gaelic (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Thursday, Nov. 30, at Noon.
Doric (via Amoy, Kobe,
Nagasaki,
Inland Sea, Yokohama & Honolulu)
Saturday, Dec. 23, at Noon.

THE U. S. Charter'd S. S. ONSANG
will be despatched for SAN FRAN-
CISCO via NAGASAKI, KOBE,
and YOKOHAMA, on WEDNESDAY,
the 25th October, at Noon, taking Freight
and Passengers for Japan, the United
States, and Europe.
For Cargo only.
Passengers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers are granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding through ORDERS
TO EUROPE have the choice of the Overland
Rail route from San Francisco, including
the Southern Pacific, CENTRAL PACIFIC,
PACIFIC UNION PACIFIC, DENVER AND
RIO GRANDE, and other direct connecting Rail-
ways, and from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Passengers, letters beyond San Francisco
destined to points beyond San Francisco
in the United States, should be sent to the
Company's office in Sealed Envelopes, ad-
dressed to the Collector of Customs at San
Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, Oct. 4, 1899. 2154

Occidental and Oriental Steamship Co.

**TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
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SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.**
**VIA INLAND SEA OF JAPAN AND
HONOLULU.**
Proposed Sailings from Hongkong.
Orie (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Saturday, Nov. 4, at Noon.
Gaelic (via Shanghai,
Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu)
Thursday, Nov. 30, at Noon.
Doric (via Amoy, Kobe,
Nagasaki,
Inland Sea, Yokohama & Honolulu)
Saturday, Dec. 23, at Noon.

THE Co.'s Steamship COPTIC will be
despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on SATURDAY, the 4th Nov.
at Noon.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers are granted to En-
gland, France and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, October 10, 1899. 2230

Mails.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.
THE S. S. CORDON ROUGE, Capt. F. W.
YINBERT, will be despatched from this
Port on SATURDAY, the 14th
October, at Noon, taking Passengers and
Cargo for the above Ports.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed direct by Bombay.
Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, Sept. 30, 1899. 2169

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

**IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.**
Proposed Sailings from
HONGKONG TO SAN DIEGO, VIA
INLAND SEA OF JAPAN
AND HONOLULU.
Taking Cargo and Passengers to JAPAN
PORTS, HONOLULU, AND SAN
FRANCISCO, UNITED STATES,
MEXICO, THE CENTRAL AND
SOUTH AMERICA, Etc.
S. S. Thyra, 3,408 Tons, On
20th October.
S. S. Carmarthenshire, 2,929 Tons, About
15th November.
S. S. Carlisle City, 3,022 Tons, About
15th December.

THE S. S. Thyra will be despatched
for SAN DIEGO, via SHANGHAI,
HONOLULU, on FRIDAY, the 30th Inst.
Through Bills of Lading issued to any
point in the United States.
Cargo will be received on board until 5
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
the same time. All Parcels should be
marked to address in full. Value of same
is required.
Consular Invoices, to accompany Cargo
destined to points beyond San Diego,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
HONGKONG, CHINA & JAPAN.
Hongkong, October 7, 1899. 2161

A DOCTOR'S TESTIMONY.

"I have suffered, great pleasure in telling my
testimony to your medicine preparation of Cough
and Croup, but I should like to thank you. Your
medicine has done wonders for me. I have been
suffering from Cough and Croup for many years,
and I have tried every remedy, but I have not
found any relief. Since I have used your
"Cough Cure" (the name of the bottle is "Cough
Cure") and I have found it to be the best I have
ever used. I have not had a cough since I have
used your medicine. I have not had a cough since
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